

# HOW EVENING WORLD GOT FIRST DETAILS OF SINKING IN STORY TOSSED TO TUG

Staff Writer's Narrative, Tied to Buoy, Taken From the Carpathia Down the Bay—Extra on Street at 9.30 P. M.

The Evening World, in an extra issued at 9.30 last night, gave the first details of the Titanic disaster from the World's staff correspondent, Carlos F. Hurd.

Never did a story of horror and disaster come into New York more strangely and silently than the chronicle of the greatest disaster of history slipped down the Atlantic Coast and into the waters of New York Harbor. The Dalgelline, the swiftest of harbor tugs, had been chartered by The Evening World and at daybreak was cruising down the lower bay.

A wireless operator who was aiding The Evening World was stationed at Sandy Hook searching the seas for news which would give this newspaper the most accurate news possible, so that the earliest connection might be made with the Carpathia and the dispatches written by Carlos F. Hurd, The World's correspondent on the Carpathia, might be brought to the city as soon as possible.

## REPORT OF HER APPROACH MISLEADING.

The wireless clicked all day long without an answer from the Carpathia, except now and then a report of the rate of her approach, which on her sudden appearance later was plainly intended to be misleading. From nearly a score of other ships came bewildering statements that with their strong wireless equipment they had bombarded the Carpathia all day with requests for news and had offered to relay all dispatches for her. Invariably they reported that they had been told by the Carpathia that she was able to send out only commercial messages from her own passengers and survivors of the Titanic, and had no time for giving news.

A fleet of newspaper boats set out from Sandy Hook to meet the Carpathia when she slackened speed at Ambrose Lightship to take the pilot aboard. On the Carpathia's report of her progress they had an hour to spare before she could possibly appear.

It was on the verge of dusk. The fleet, with The Evening World tug leading, was scarcely clear of the low spray curving headland with its spinning observation and signaling towers when a puff of black smoke was sighted with the Carpathia, easily recognizable by her single smoke stack and four masts, scooting along under full speed.

## RESCUE SHIP COMES IN UNDER FULL SPEED.

She came on like a race-horse. Notoriously the slowest of boats designed for the patronage of leisure-loving Mediterranean tourists, she was coming with a swiftness which made the experienced harbor tug men stare at her in dumb wonder. A great bonk in her teeth spread wide across the rollers which were piling up under a wind that was constantly freshening. Even before she was nearly in range of the naked eye the quick duck felt and she was discernible only by her lights for a time.

Then as the long strung out fleet of tugs wheeled to race alongside of her, the dark bulk of the ship loomed up in silhouette against the white foamed furrows from her bow and the dark purple sky. A great trail of black smoke was heaved now and then by glowing chimneys which showed the forced draught of the fires under her straining boilers.

## EVENING WORLD CORRESPONDENT MAILED.

Not a word came from her bridge in answer to calls from the Dalgelline. Megaphone calls for Mr. Hurd, who had started on his vacation only to find himself confronted with as great a task as ever a news writer had, were answered with cries of "Yes, yes!" and "Here!" from a score of throats. It was too dark to drop the precious narrative, the first to reach the millions of people all over the world who have waited in a horror of anxiety to know the worst and the best of the sinking of the greatest steamship ever launched. In the dark, though Mr. Hurd, as arranged with The Evening World by wireless, had attached it to a buoy, there was every chance that it might be lost.

The Carpathia slipped away into the gloom, a ship of mourning and hopeless sorrow. Except for a little glow of light at her waist which made a background for a row of passengers along her rail, there was that about her dark bulk, speeding through the night to the port which she left a week ago to-day with her company of holiday makers, which was in itself sinister. She looked in truth a funeral ship.

The effect was heightened by the constant flashes of blue and white lightning that followed the Carpathia in her mournful journey. The terrific rumblings of the thunder seemed like the cannonading of some mighty army saluting its dead heroes. This weird play of nature followed the Carpathia from the Narrows almost up to her berth. It is a queer coincidence that the storm had followed her for three days, existing only in the vicinity of the funeral ship. CARPATHIA CHASED BY A FLEET OF TUGS.

Soon the few lights of her stern were all that showed. The long string of tugs was ploughing through the night behind her in single file. The Evening World tug soon in front again, regaining the lead she had lost by being ahead when the turn at Ambrose Lightship was made. The Carpathia rushed up the lower bay as probably no other steamer ever has. At quarantine her pace slackened a little. The Health Officer's boat

# U. S. TO DEMAND NEW LIFE-SAVING EQUIPMENT RULE

Steps to Also Regulate the Operation of Wireless Will Be Taken.

WASHINGTON, April 10.—President Taft will not send a special message to Congress urging legislation to strengthen the present laws regulating supervision of steamships clearing from American ports. The President believes Congress needs no such suggestion, since the Titanic disaster. Moreover, he is satisfied that the existing laws are adequate, if enforced, as the Commerce and Labor Department would be able to enforce them with the restriction of present international agreements removed.

Under agreement with Great Britain, the certificate of the Titanic that she had met with the requirements of the British Board of Trade as to life-saving equipment would have been accepted in New York and the Titanic would have been allowed to clear again for England.

The disaster, however, undoubtedly will bring about a new agreement between the United States and Great Britain, and with other nations in the same class, in the opinion of officials here.

The regulations of the United States, as applied to vessels that sail under the American flag or under the flag of nations not in the agreement, are strict enough to compel the carrying of life-saving equipment sufficient to take care of every passenger and every member of the crew.

An act of Congress nullifying the existing agreement would make it impossible for officials of the Department of Commerce and Labor to accept a certificate from any board of trade or similar organization unless the requirements of this country were met

as well. Such action by Congress is regarded as probable here today. The Government's inability to get early information regarding the loss of the Titanic through the wireless outfit of the coast guard cutter Chester and Salem or the naval shore stations has confirmed the Navy Department in its decision to press for legislation which will enable the Government to assert control over all agencies, whether private or corporate, which may seek to restrain or interfere with the Government officials in such cases. Secretary Meyer, who was one of the parties to the conference recently held at the White House on the subject of wireless control, is giving the subject much attention, and either from the Navy Department or the Department of Commerce and Labor a bill will soon emerge which it is hoped will be accepted by Congress as a basis for its action.

## LIGHTNING STRIKES THREE PLACES IN BROOKLYN.

Two Wooden Electric Light Poles Fired and a Vacant House's Cornice Shattered.

During the severe thunder storm about 1 o'clock this morning lightning struck in three places in Brooklyn about the same time, keeping firemen and policemen busy.

A wooden electric light pole at the southeast corner of Washington avenue and Pacific street, was struck and set afire. Engine Company No. 119 was called and put it out.

At the same time a wooden pole in Flatbush avenue, 100 feet north of Kings Highway, was struck and ignited, and firemen from Engine No. 156 extinguished the blaze.

A vacant two-story brick house at No. 145 Thirtieth street, Brooklyn, was struck and a shower of bricks from the cornice fell to the street. Reserves from the Fourth avenue station were called to keep pedestrians from it. The house did not catch fire.

Something in a Name.

Just as Rivers was about to sit down to dinner there came a ring at his telephone.

"Well?" he said, placing the receiver to his ear.

"Who is this?" demanded a high pitched, impatient voice.

"This," pleasantly answered Rivers, to Don Hippolito Lopez Pomposo Antonio Ricardo Dolores. Is that all you wish to know?"

Hanging up the receiver he sat down and ate his dinner, happily unaware that an indignant person on the other end of the wire was storming at central for giving him the wrong number.

Owing to the death of Mr. and Mrs. Isidor Straus this store is closed Friday and Saturday.

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